

GROWTH OF RAILROADS

Interstate Commerce Commission Gives Statistics for 1904.

Washington, Aug. 16.—The annual report of the Interstate Commerce Commission, giving the railroad statistics for the year 1904, shows that there were at the end of that year 297,073 miles of railroad in the United States, of which 212,243 were single track, 15,824 second track, 1,467 third track, 1,467 fourth track, and the remainder yard tracks and sidings. The increase in single track for the year was 5,927 miles, exceeding the increase for any previous year since 1890. The number of railroad corporations included in the report was 2,104, of this number 1,656 maintained operating accounts, 845 being classed as independent operating roads, and 235 as subsidiary roads. Of roads operated under lease or some other form of contract 215 received a fixed money rental, 147 a contingent money rental, and 257 were operated under conditions not readily classified. In the course of the year railroad companies owning 5,600 miles of line were reorganized, merged, consolidated, etc. For the year 1903 the corresponding item was 16,483.7 miles. The mileage operated by receivers on June 30, 1904, was 1,322. The number of roads in the hands of receivers was twenty-eight, and at the close of the previous year twenty-seven. On June 30, 1904, there were in the service of the railroads 47,743 locomotives, the increase being 2,872.

The total number of cars of all classes, exclusive of those owned by private companies, was 1,798,561, an increase of 45,172 in the year. Of these 39,752 were in the passenger service and 1,658,809 in freight work. The remaining cars were employed directly in the service of the companies. Practically all the passenger locomotives and cars were equipped with air brakes and automatic couplers. The same was true of freight locomotives and a large majority of freight cars. Of 1,692,194 cars in freight service, 1,434,355 had train brakes and 1,674,427 automatic couplers.

The number of persons on the payrolls of the railroads in the United States, as returned for June 30, 1904, was 1,296,121, or 611 a hundred miles of line, a decrease for the year of 16,416, or 25 a hundred miles. The wages and salaries paid for the year amounted to \$817,589,810. The value of the amount of railroad capital outstanding on June 30, 1904, was \$12,212,124,759, which represents a capitalization of \$64,245 a mile. Of this capital \$5,238,899,325 existed as stock, of which \$5,056,629,459 was common and \$182,269,869 preferred, and the remaining part, \$673,225,350, as funded debt, which consisted of mortgage bonds, \$574,898,982; miscellaneous obligations, \$723,114,886; income bonds, \$225,876,687; and stock bonds, \$100,000,000. The total number of cars of all classes, exclusive of those owned by private companies, was 1,798,561, an increase of 45,172 in the year. Of these 39,752 were in the passenger service and 1,658,809 in freight work. The remaining cars were employed directly in the service of the companies. Practically all the passenger locomotives and cars were equipped with air brakes and automatic couplers. The same was true of freight locomotives and a large majority of freight cars. Of 1,692,194 cars in freight service, 1,434,355 had train brakes and 1,674,427 automatic couplers.

The number of passengers reported as carried in the year was 715,419,852, an increase of 20,598,147. The passenger mileage, as reported, was 1,296,121, or 611 a hundred miles of line, a decrease for the year of 16,416, or 25 a hundred miles. The wages and salaries paid for the year amounted to \$817,589,810. The value of the amount of railroad capital outstanding on June 30, 1904, was \$12,212,124,759, which represents a capitalization of \$64,245 a mile. Of this capital \$5,238,899,325 existed as stock, of which \$5,056,629,459 was common and \$182,269,869 preferred, and the remaining part, \$673,225,350, as funded debt, which consisted of mortgage bonds, \$574,898,982; miscellaneous obligations, \$723,114,886; income bonds, \$225,876,687; and stock bonds, \$100,000,000. The total number of cars of all classes, exclusive of those owned by private companies, was 1,798,561, an increase of 45,172 in the year. Of these 39,752 were in the passenger service and 1,658,809 in freight work. The remaining cars were employed directly in the service of the companies. Practically all the passenger locomotives and cars were equipped with air brakes and automatic couplers. The same was true of freight locomotives and a large majority of freight cars. Of 1,692,194 cars in freight service, 1,434,355 had train brakes and 1,674,427 automatic couplers.

NEW PLANT FOR LONG ISLAND CITY

Four acres of unimproved land fronting on Newtown Creek, Long Island City, and adjoining the property of the Standard Oil Company, have been sold to the American Agricultural Chemical Company by Walter B. Douglas, of Cedar Rapids, Iowa, and George E. Piper, of Minneapolis, for \$100,000. The property fronts on Newtown Creek and extends back to the Long Island City and City. The Montauk line of the Long Island Railroad passes through the center of the tract. A manufacturing plant is to be built on the property.

EMPLOYMENT AGENCIES

Employment Agencies—Per line, each insertion, 10 cents; one month, 10 cents per line. For full information concerning these agencies see the Directory of Employment Agencies, published by the Tribune, 100 West 40th St., New York.

MRS. L. SEELY

HER EMPLOYMENT AGENCY, 23 West 39th St., New York. Phone 3750-3800. BROOKLYN OFFICE, 34 NINTH ST.

VACCUM CAP FOR BALDNESS

and Falling Hair. Only successful method. VACCUM CAP APPLIANCE CO., 100 West 40th St., New York.

LOST.

BANKNOTE NO. 409,084 of the Union Time Savings Institution is missing. Any person finding it is to be paid the same within ten days or to the person to whom it was issued. Address, 100 West 40th St., New York.

LOST.

BANKNOTE NO. 454,000 of the Union Time Savings Institution is missing. Any person finding it is to be paid the same within ten days or to the person to whom it was issued. Address, 100 West 40th St., New York.

LOST.

BANKNOTE NO. 455,487 of the Union Time Savings Institution is missing. Any person finding it is to be paid the same within ten days or to the person to whom it was issued. Address, 100 West 40th St., New York.

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NEW-YORK DAILY TRIBUNE PURCHASE OF COAL LANDS

About 3,800 Acres Change Hands, the Price Exceeding \$1,500,000.

[BY TELEGRAPH TO THE TRIBUNE.] Johnstown, Penn., Aug. 16.—Publication was made today by the filing of papers in the Recorder's office at Somerset of a deal, in which 3,800 acres of coal in that county has changed hands, at a price exceeding \$1,500,000. J. L. Mitchell and associates, of Philadelphia, purchased the entire holding of the Kennerly Coal Company, comprising 3,800 acres of undeveloped coal in Somerset and Conemaugh townships, along with the right of way for a railroad to the mines that are now being opened, paying for the same \$500,000. At the same time J. Blair Kennerly, of Philadelphia, purchased the 800 acres of coal owned by the Valley Coal and Stone Company, with the tipsies, cars, etc., for \$500,000. Mr. Kennerly was one of the holders of the first mentioned tract, and while his associates were not made public, yet it is understood that the two deals are made with the intention of an ultimate combination of interests, thus making the concern one of the big producers of this section.

INDICTMENTS IN COTTON CASE LIKELY.

Harvie Jordan One of the Witnesses Before the Grand Jury.

Washington, Aug. 16.—The Grand Jury continued the inquiry into the cotton leak cases today. With the exception of Harvie Jordan, president of the Southern Cotton Association, the witnesses were employees of the Agricultural Department, most of them having to do with the work of the statistical division. Nothing could be ascertained as to the probable date of arrival of John Hyde, the former chief statistician who has indicated his desire to tell what he knows concerning the work of the statistical division. It was said that, notwithstanding the mass of evidence now in the possession of the grand jury, it is the desire of the District Attorney to produce all the information obtainable, and that for that reason the investigation had been prolonged. It was the belief of the grand jury today that indictments will be returned before the adjournment on Friday, when it is understood a number of out-of-town witnesses will give testimony.

BULL POOL IN COTTON.

A Report That Brown and Hayne, of New Orleans, Are Forming One.

Reports were current yesterday on the Cotton Exchange that a bull pool was being formed by a number of well known Southern operators, among them William P. Brown, who is now in this city, and Frank B. Hayne, of New Orleans, who has been an associate of Mr. Brown in successful bull campaigns in cotton in former years. The cotton market was weak yesterday, the active positions closing about fifteen points lower than on Tuesday.

NOTHING KNOWN OF NEW LINE.

Union Pacific interests yesterday said that they knew nothing of the Denver, Kansas and Gulf Railroad, reported in a Kansas City dispatch to have been chartered in Kansas for the purpose of connecting the Harriman lines in the Northwest with those of the same system running through Southern States and entering New Orleans.

NEW-YORK CITY INCORPORATIONS.

Albany, Aug. 16.—The following companies were incorporated today: Interstate Iron Company, of New York; capital, \$100,000. Directors: John G. Pearce, of New York; Edwin C. Belknap, of Chicago; Zaimon G. Sholes, of Buffalo; and John Conklin and Dudley M. Shively, of South Bend, Ind. The Boss Sash Balance Manufacturing Company, of New York; capital, \$50,000. Directors: Henry P. Hooper, of New York; Morris P. Altman, Joseph Ross and John M. Quinn, of New York.

CHICAGO PASSENGER AGENT PROMOTED.

Chicago, Aug. 16.—S. P. Spilling, joint representative of the Chesapeake and Ohio and Big Four railroads, has been appointed general Northern agent of the Big Four's passenger business in Chicago and the West. Mr. Spilling succeeds Colonel J. C. Tucker, who retires after fifty years of railroad service.

WORK WANTED.

CASHIER—Six months experience; references. Address: 100 West 40th St., New York.

CHAUFFEUR—Can furnish good references from last employer. DENIS TOOMEY, 100 West 40th St., New York.

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WORK WANTED.

JANITOR—German couple; neat. Address: W. E. 110 East 45th St., New York.

MAN, middle aged, good houseman; neat. Address: 100 West 40th St., New York.

MILLWRIGHT—Experienced at construction work; engine, fan and sheet iron work. Address: 100 West 40th St., New York.

PAINTER, paperhanger, decorator; first class mechanic; best references; work reasonably for cash. Address: 100 West 40th St., New York.

PAINTER, paperhanger and plasterer; work for cash. Address: 100 West 40th St., New York.

PHOTO-ENGRAVING—Young man in the photographer or halftone helper in small engraving shop. Address: 100 West 40th St., New York.

PORTER, elevator runner or watchman; by man of good character, in hotel, club or office building. Address: 100 West 40th St., New York.

PORTER—Colored; in store, office building or clubhouse. Address: 100 West 40th St., New York.

PAINTER, decorator, paperhanger, prepared to meet all requirements; real estate, land or private, reliable, capable. Address: 100 West 40th St., New York.

STENOGRAPHER, ex-Ten years' experience as stenographer and private secretary to one of the leading corporations of this city (now deceased) justly held a like position under any attorney, corporation or head of a mercantile house in this city. Address: 100 West 40th St., New York.

STENOGRAPHER, typewriter, 40, 40, 40; high school graduate; accurate; can furnish best references. Address: 100 West 40th St., New York.

SALESMAN of ability with good house; any line. Address: 100 West 40th St., New York.

TRANSLATIONS—English into Spanish or Spanish into English. Address: 100 West 40th St., New York.

TUTOR—College graduate, 24, perfect French, German, reliable, serious as tutor, companion or in business. Address: 100 West 40th St., New York.

TYPEWRITING, addressing, copying, high grade work, all kinds; work called for and delivered. Address: 100 West 40th St., New York.

TUTOR—A. B. Normal College, will tutor New York City residents after September 12, at \$1.00 per hour. Address: 100 West 40th St., New York.

WATCHMAN—Single, strictly temperate; steady; excellent references. Address: 100 West 40th St., New York.

WATCHMAN—By ex-police man; best references from last employer. Address: 100 West 40th St., New York.

WANTED—By American College student, position as assistant in the automobile business; French, conversational; can assist other students with school work. Address: 100 West 40th St., New York.

YOUNG MAN, holding place as general collector to corporation; with additional work in the city. Address: 100 West 40th St., New York.

YOUNG MAN, 19, high school graduate; knowledge bookkeeping; accurate and quick at figures. Address: 100 West 40th St., New York.

YOUNG MAN at anything; has good references. Address: 100 West 40th St., New York.

YOUNG MAN, 18, at anything; would prefer to do in the automobile business. Address: 100 West 40th St., New York.

YOUNG MAN, as light porter or handy man; references. Address: 100 West 40th St., New York.

YOUNG MAN, 27, at anything; factory work or work of any kind; three years' experience. Address: 100 West 40th St., New York.

YOUNG MAN, 18, in jewelry house; to learn trade. Address: 100 West 40th St., New York.

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DRY GOODS.

Open Daily Until 6 P. M. CLOSED ALL DAY SATURDAY Until Further Notice.

HEARN

8, 18, 20, 22, 24, 26, 28, 30 West Thirtieth St. 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29 West Thirtieth St.

Stock Clearance of Women's Summer Apparel

Reduced for positive clearance. No passe styles—everything purchased within the last month—cost of article not considered, as we do not carry stock from season to season.

WOMEN'S SUMMER DRESSES

Womens' Summer Dresses—Reduced for positive clearance. No passe styles—everything purchased within the last month—cost of article not considered, as we do not carry stock from season to season.

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